

PRICE, \$2. PER MONTH


PRICE, \$2. PER MONTH

Shipping

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & BOOHOW.

 The Co.'s Steamship
Mamoo, Capt. GODDARD, will
be despatched for the above
Ports **TO-MORROW**, the 2nd August,
daylight.

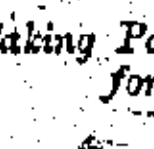
For Freight or Passage, apply to
DOUGLAS LAPEAUX & Co.,
General Managers.

Hongkong, August 1, 1891.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR HAIPHONG.

(Taking Passengers for Hainan, and Car
for TOULON & QUINCY.)

 The Co.'s Steamship
Haiphong, Captain BASTOCHET, will
leave for the above Ports
TO-MORROW, the 2nd August, at Noon.

For Freight or Passage, apply to
G. de CHAMPEAUX.

Agent.
Helsinki August 1, 1891

SHIRE LINE OF STEAMERS.

FOR HAYFE, LONDON, HAMBURG
AND ANTWERP.

 The Steamship
Cardiganianne,
Captain Jenkins, will
be despatched on above
SUNDAY, the 2nd August.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, July 31, 1891.

STEAM TO SHANGHAI
The P. & O. S. N. Co.

 Peninsular
Captain A. C. Lee

with the outward Mail, is expected to arrive here on SATURDAY, the 1st August, daylight, and will have quick despatch the above Port.

E. L. WOODIN,
Superintendent

P. & O. S. N. Co.'s Office.
Hongkong, July 31, 1861.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.


FOR MANILA VIA AMOY.

The Co.'s Steamship
Envalada,
Captain C. A. TATE,
will be despatched from
above Port on MONDAY, the 3rd August
at 4 p.m.

For Freight or Passage, apply to
SHEWAN & Co.
Temporary General Managers
Hongkong, July 31, 1861.

STEAM TO YOKOHAMA, VIA NA

(Passing through the INLAND S...


 The P. & O. S. N. Co.
 Steamship
Terapia,
 Captain F. H. SEYMOUR
 will leave for the above places on SATURDAY, the 8th August, at Daylight.
 E. L. WOODIN,
 Superintendent.
 P. & O. S. N. Co.'s Office,
 Hongkong, July 27, 1891.

GLEN LINE OF STEAM PACKETS
 FOR LONDON VIA SUEZ CANAL
 The Steamship
Glenlochy,
 Capt. MURRAY, will
 be despatched as above
 or about the 3rd proximo.
 For Freight, apply to

FOR SINGAPORE HAVE


HAMBURG.
(Taking Cargo at through rates to)
**ANTWERP, AMSTERDAM, ROTTERDAM,
DAM, LISBON, OPORTO, LONDON,
LIVERPOOL and BREMEN.)**

The Steamship
Notre,
Captain H. O. Tisserand,
will be despatched to the
above Ports on **WEDNESDAY**, the
10th inst. at 10 a.m.


For Freight or Passage, apply to
SIEMSEN & CO.
Agents,
Hongkong, July 27, 1891.

OCEAN STEAMSHIP COMPANY

FOR LONDON VIA SUEZ CANAL


 The Co.'s Steamship
 Capt. Tinsworth,
 is despatched as above
WEDNESDAY, the 9th August.
 For Freight or Passage, apply to
BUTTERFIELD & SWIRE
Agents.
 Hongkong, July 9, 1891.

Sailing Vessels.
FOR NEW YORK.
 The 3/3 2.11. British B.
Colours.
 DOUGLAS, Master, will leave
 for the above Port, as above.



For Freight, apply to

1483 SHEWAN &
Hongkong, May 27, 1891.

ROSEBUD AND ROSE.
Mid a garden of roses that tremulously
shook
Their incense in the air,
That raised to each other a fond, shy look,
I walked with two women fair.

And one was a beautiful rose full-blown,
A queenly woman she;
The other a slender maid scarce grown,
A dream of the rose to be.

To the glorious, queenly woman I gave
A full-blown, exquisite rose,
But for the maiden, sweetly grave,
A shy rosebud I chose.

She smiled, but on the roses rare
She turned a longing eye;
The woman set the rose in her hair,
But she looked on the bud with a sigh.

—Henry Collins, in *July Lippincott's*.

HER BONNET.
When meeting-bells began to toll,
When pious folks began to pass,
She dived to her bonnet on
The little, sober meeting-house,
All in her neat, white-stained room,
Before her tiny looking-glass.

So nicely round her lady-cheeks,
She smoothed her bands of glossy hair,
And innocently wondered if
Her bonnet did not make her fair;
Then sternly chid her foolish heart
For harboring such fancies there.

So square she tied the satin strings,
And set the bows beneath her chin;
Then smiled to see how sweet she looked;
Then thought her vanity a sin,
And she must put such thoughts away
For the sermon she had to begin.

But sitting meek the pious word,
Demurely in her father's pew,
She thought about her bonnet still,
Yes, all the time she sat through,
About its pretty bows and buds, which but
for the text she knew.

Yet, sitting there with peaceful face,
The reflex of her simple soul,
She looked to be a very saint—
And may be was one, on the whole—
Only that her pretty bonnet kept away the
saint.

**TWO MEN WRONG—ONE MAN
RIGHT.**
"You will be a king when you are
two months old!"
"You can't live five years!"
"You are not yet a man!"
These three prophecies were addressed to
the same man. The last one had the most
comfort in it, yet he couldn't tell which
had the most inspiration.
He had the story. It wasn't pleasant read-
ing at first, but it comes out all right, as
the children say.
Perhaps it's better to let our friend tell
it himself. We all like the pronoun "I."
This is why an autobiography is never dull.
This is why a tale of a bachelor of Auckland,
N.Z., and his style is so clear and good, it
needs no editing.

He says: "Some five years ago, when
lifting a quarter of beef, I noticed a re-
markable soreness in the small of my back.
I called a doctor, gave up business, and
looked to my bed. He prescribed a lotion to
be rubbed in around the region of the
kidneys. This was done, and I remained
in bed several days, suffering excruciating
agony. At last, having examined the
kidney conditions, he doctor said, 'You
have Bright's disease, and will be in
kingdom-come in less than twelve months.'
Never believing I had Bright's disease,
I thought, however, it would be as well to
insure my life. On examination, the com-
pany's physician refused to issue me for life
insurance, saying, 'You can't live three
years.'
"But three months afterwards I was
again seized with a severe attack, and went
about more dead than a live. Finally I
broke down and again took to my bed, as
was supposed, for the last time. I sold one
of my businesses so as not to leave too
many affairs for my wife to supervise, made
my will, and explained to my wife what to
do in case of my death. I can well re-
member her listening with tears in her eyes
to what she believed were my last instruc-
tions. I then lingered for some weeks,
waiting for death to free me from my suf-
fering—waiting, however, in vain. The doc-
tor prescribed, and I received, no relief.
"One evening a friend called, and we
talked over my case and the very serious
condition it had taken. Presently he said,
"You are not yet a man. Have you tried
Seigel's Syrup yet?"
"I confessed that I had not. In fact, I
had religiously followed the instructions of

my medical advisers. My friend persuaded
me to try Seigel's Syrup, and I began at
once, taking twenty-drop doses according
to the directions. In about a week I felt
like a new man. I was able to get up and
finish the second bottle. I was convinced
that improvement had fairly set in. I
continued taking the Syrup until I had
consumed ten bottles, then went downstairs
to work again, still using the Syrup. After
having taken from eighteen to twenty bot-
tles altogether, I found myself entirely
well. It is now four years since I took my
last dose of Mother Seigel's Syrup for
Bright's disease of the kidneys, and I have
suffered no symptoms of kidney complaint
since.

(Signed) ROBERT HUTCHINSON, Bachelor.
Wellington, Sept., Auckland, New
Zealand.

We print Mr. Hutchinson's statement as
he wrote it, yet it is not probable that his
malady was actually Bright's disease, as
that is a degeneration or destruction of the
substance of the kidneys, and difficult, if
not impossible, to cure. What he really
suffered from was, no doubt, a debilitated
state of the system, originating in indiges-
tion and dyspepsia, with severe kidney sym-
ptoms, as is often the case. When we re-
member that nearly all maladies, including
debility, indigestion, consumption, liver com-
plaint, heart disease, &c., are due to
poison in the blood, arising from fermented
food in the digestive tract, we can see why
Mother Seigel's Syrup is victorious over so
great a variety of apparently diverse
diseases. And because of the *one source* of
these complaints, serious and often fatal
mistakes are made in the diagnosis and in

the treatment. The point to emphasize in
this: Heart disease, consumption, and
Bright's disease are much rarer than they
are supposed to be. Generally what seems
like them is a group of symptoms of indiges-
tion and dyspepsia. It is always best
to take the advice of Mr. Hutchinson's
friend when he said, 'You are not going
to die; try Seigel's Syrup.'

INTIMATIONS.
'CHINA REVIEW'
BACK NUMBERS
OF
VOLS. IV. TO XVI.
FOR SALE AT HALF-PRICE.

FOR SALE.
A COMPLETE REPRINT, in Pamphlet
Form, of the proceedings in the
Recent Libel Case of
REGINA V. PITMAN,
containing the whole of the Proceedings at
the Police Court, full report of the trial in
Ordinary Sessions, with connected Corres-
pondence and comments of the Press.
To which is now added a Report of the
Case of
PITMAN V. KESWICK
AND OTHERS.
Price per Copy, 50 CENTS.
China Mail Office.

Mails.
CANADIAN PACIFIC RAILWAYS
ROYAL MAIL STEAMERS.
PROPOSED SAILINGS FROM HONGKONG, 1891.
(SUBJECT TO ALTERATION.)
Empress of Japan, Tuesday, 11th August.
Empress of China, Tuesday, 1st Sept.
Empress of India, Tuesday, 22nd Sept.

RATES OF PASSAGE.
(In Mexican Dollars.)
FROM HONGKONG, FIRST CLASS.

TO	Prepaid	Return
Vancouver, Victoria, B.C., Seattle, Wash., Tacoma, Wash., Portland, Ore., San Francisco, Cal., Banff, Calgary, Altona, Minn., St. Paul, Minn., Chicago, Ill., Kansas City, Mo., St. Louis, Mo., Milwaukee, Wis., Detroit, Mich., Cleveland, Ohio, Hamilton, London, Toronto, Ont., Buffalo, Niagara Falls, N.Y., Kingston, Ontario, Montreal, Quebec, New York, Albany, Troy, Rochester, N.Y., Baltimore, Md., Philadelphia, Pa., Washington, D.C., Boston, Mass., Portland Me., Halifax, N.S., St. John, N.B., Liverpool, London, and London via Havre, via Liverpool and London, Bremen, Hamburg	225 338 304 255 389 487 270 413 482 285 428 499 36 443 617 308 478 534	4 12 4 12 4 12 4 12 4 12 4 12

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTES FRANÇAIS.
SINGAPORE.
ARROS, SINGAPORE, BATAVIA, SOLOMON, ADEEN, SUER, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES AND PORTS, BRESCIA, AND LA PLATA, LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 12th of August, 1891, at Noon, the Company's S.S. **SALAZAR**, Commandant PAUL, with MAIL, PASSENGERS, STEELS, and CARGO, will leave this Port for the above places.
Cargo and specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.
Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., to be sent on board; they must be left at the Agency's Office.
Contents and value of Packages are required.
For further particulars, apply to the Agency's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, July 30, 1891. 1506

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, and connecting at YOKOHAMA and SAN FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG, CHINA, SATURDAY, Aug. 22, City of Peking, TUESDAY, Sept. 15, City of Rio de Janeiro, THURSDAY, Oct. 8.

RATES OF PASSAGE.
From Hongkong, First Class.
To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, Ore., and other ports on the Pacific Coast, and to Europe.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China or Japan, and to Government officials.
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10% from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railways, to Havre, London, and other ports in Europe, and to ports in Mexico, Central and South America, by the Company's and connecting Lines, Central Pacific, Northern Pacific, and Canadian Pacific Railways.
Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at the following rates:
4 months \$37.50
12 months \$93.75
Time is reckoned from date of issue to date of re-embarkation at San Francisco.
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10% from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

Occidental & Oriental Steam-Ship Company.
TAKING CARGO AND PASSENGERS TO JAPAN, THE CHINA, THE EAST INDIES, THE MEDITERRANEAN, AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG, CHINA, TUESDAY, August 11, Belgic, THURSDAY, Sept. 3, Oceanic, SATURDAY, Sept. 28.

RATES OF PASSAGE.
From Hongkong, First Class.
To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, Ore., and other ports on the Pacific Coast, and to Europe.
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Intimations.
GAIN ONE POUND A DAY.
A GAIN OF A POUND A DAY IN THE SALE OF A PLAN WHO HAS BECOME "FAT, FUN, DOWNY, AND HAS BEGUN TO TAKE THAT REMARKABLE FLUSH OF YOUTH."
SCOTT'S EMULSION
OF PURE COD LIVER OIL WITH Hypophosphites of Lime & Soda
IS NOTHING UNUSUAL. THIS FAT HAS BEEN REPRODUCED OVER AND OVER AGAIN. PRACTICALLY ALL THE BEST CURED BY PHYSICIANS. THREE TIMES AS EFFICACIOUS AS PLAIN OIL. AVOID SUBSTITUTIONS AND IMITATIONS. Sold by all Chemists.
SCOTT & BOWNE LIMITED, 47 FARRINGTON ST., LONDON, E.C.

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SCOTT & BOWNE LIMITED, 47 FARRINGTON ST., LONDON, E.C.

SHARE LIST.—QUOTATIONS.

Hongkong, Saturday 4 p.m., 1st August, 1891.

STOCKS.	When Established.	Capital.	No. of Shares.	Par Value of Share.	Amount Paid up per share.	POSITION PER LAST REPORT.			Intrinsic value per share as per figures and date of last Report.	Annual Yield to Investors at closing price, on basis of last Dividend.	CASH QUOTATIONS. (For Time Brought see memo. at foot).			
						Reserve Fund.	At credit of working up, or Bal. Bro's fund.	DIVIDEND.			Closing.	Highest.	Lowest.	
														Amount.
Banks.														
Hongkong & Shanghai Bank- ing Corporation	1865	7,500,000	30,000	£ 125	all	\$8,806,598.31	120,377.34	26 and 30 bonus for 1890 to 1891 at 10% and 11 1/2 bonus for 1891 to 1892 at 10% new share.	Mar. 2, 91	\$218.92	13.15 per cent. on old basis	175 per cent. prem. on new issue.	190	198
Do. New Issue	1890	2,500,000	20,000	£ 125	all	—	—	26 % = \$7 per sh. for 1889	Oct. 14, 90	\$108.24	7.29	897	—	—
Bank of China, Japan & Straits Do. New Co. (Ltd.)	1889	1,000,000	10,000	£ 100	1.5	£ 50,000	2,111.12	16 p. c. for 1890 ordi- nary, 20 per share on "Founders"	Feb. 14, 91	—	—	£160, buyers	—	—
Do. Founders	1889	1,000,000	10,000	£ 100	1.5	—	—	—	—	—	—	—	—	—
Marine Insurances.														
Union Insurance Society of Canton, Limited	1867	2,500,000	10,000	£ 250	25	770,000	—	26 % = \$7 per sh. for 1889	Oct. 14, 90	\$108.24	7.29	897	—	—
China Traders' Insurance Co., Ltd.	1885	2,000,000	24,000	£ 83.33	25	650,000	—	16 per cent. for year ending 30/9/90	Sept. 12, 90	\$52.05	7.14	883, sellers	—	—
North China Insurance Co., Ltd.	1893	1,000,000	5,000	£ 200	50	Ts. 320,000.00	Tls. 428,731.75	16 per share for 1889 at 30/8/90	Mar. 12, 90	Tls. 109.48	9.60	Tls. 62 1/2	—	—
Yangtze Insur. Association, Ltd.	1882	800,000	8,000	£ 100	all	\$ 510,517.68	—	\$ 430,425.12 estimated to 30 June 90	Mar. 12, 90	—	—	—	—	—
Canton Insurance Office, Ltd.	1881	2,500,000	10,000	£ 250	50	500,000	—	10 % to 30/9/90	Jan. 1, 91	\$100.00	6.54	8107, buyers	—	—
Straits Insurance Co. Ltd.	1889	3,000,000	30,000	£ 100	20	25,000	—	215,615.09 to 31 Dec. 1890	July 4, 91	\$20.53	—	8161	—	—
Fire Insurances.														
Hongkong Fire Insur. Co., Ltd.	1865	2,000,000	8,000	£ 250	50	180,000	—	285,007.23 \$18 p. sh. for 1889	Mar. 2, 91	\$182.00	5.76	\$312, sales & buyers	—	—
China Fire Insurance Co., Ltd.	1870	2,000,000	20,000	£ 100	20	248,500	—	231,876.04 (\$2 p. sh. div. for 31/12/90)	Feb. 28, 91	\$52.42	7.27	\$33, buyers	—	—
Straits Fire Insurance Co., Ltd.	1886	2,000,000	20,000	£ 100	20	20,000	—	100,840.55 \$2 at 31/12/90	Mar. 27, 91	\$26.88	11.68	\$15, sales	—	—
Fire and Marine Insurances. Singapore Insurance Co., Ltd.	1884	4,000,000	40,000	£ 100	20	37,582.78	—	30,874.54 at 31/12/90	—	—	—	\$8, nom.	—	—
Docks and Wharves.														
H'kong & Whampoa Dock Co., Ltd.	1865	1,662,500	12,500	£ 125	all	—	—	3,620.20 12 % for 1890	Feb. 24, 91	\$136.04	6.06	98 % prem. sellers	100 prem.	98 prem.
Hongkong & Kowloon Wharf & Godown Co., Limited	1885	1,000,000	20,000	£ 50	all	—	—	2,685.02 7 % for 1890	Feb. 8, 91	\$48.37	4.21	\$83, sellers	—	—
Wanchai Warehouse & Stor- age Co., Limited	1891	261,000	2,600	£ 100	37 1/2	—	—	first year	—	—	—	Par	—	—
Shipping.														
Hongkong, Canton & Amoy Steamship Co., Limited	1865	1,600,000	80,000	£ 20	all	(\$ 35,000) (\$ 800,000)	311.19	4 per cent. div. for year ending 30/6/91	Aug. 1, 91	\$31.80	4.77 per cent.	\$391, sellers	—	—
Indo-China Steam Navigation Co., Limited	1882	1,200,000	60,000	£ 10	all	—	882.6	2 1/2 % for yr. end- ing 31 Dec. 1890	June 1, 91	\$10.12 7	3.55	90 % dis.	—	—
Douglas Steamship Co., Ltd.	1883	1,000,000	20,000	£ 50	all	\$ 347,853.81	2,709.56	12 % for 1890	Sept. 22, 90	\$68.83	5.48	\$41, sellers	—	—
China & Manila S. S. Co., Ltd.	1882	250,000	5,000	£ 50	all	\$ 25,000	1,974.47	\$75,000 (scrip. div.) on 31/12/91	April, 91	—	—	\$55, sellers par, nom.	—	—
Steam Launch Company, Ltd.	1888	100,000	2,000	£ 50	30	—	80.30	—	—	—	—	—	—	—
Refineries.														
China Sugar Refining Co., Ltd.	1878	1,800,000	15,000	£ 100	all	—	1,840.46	9 % for year end- ing 31/12/90	Mar. 22, 91	\$100.70	4.91	\$183, sellers	—	—
Luzon Sugar Refining Co., Ltd.	1882	700,000	7,000	£ 100	all	—	2,941.29	8 per share for year ending 31/12/90	Mar. 27, 91	\$110.17	9.75	\$82, sellers	—	—
Lands and Trusts.														
Hongkong Land Investment & Agency Company, Ltd.	1889	5,000,000	50,000	£ 100	50	1,260,000	681.64	4 p. c. int. div. for year ending 30/6/91	Aug. 1, 91	\$74.88	4.88	\$82, nom.	—	—
Kowloon Land and Building Company, Ltd.	1889	300,000	6,000	£ 50	30	—	1,546.56 to 31/12/90	—	—	—	—	\$17, buyers	—	—
Tramways.														
Hongkong High-Level Tram- ways Company, Limited	1887	125,000	1,250	£ 100	all	—	1,247.54 at 30 Nov. 90	—	—	—	—	\$70, sellers	—	—
Mining.														
(a) The Balmuccia Gold Mining Co., Ltd.	1889	180,000	18,000	£ 10	all	—	—	—	—	—	—	\$5, nom.	—	—
(b) The Balmuccia Gold Mining Co., Ltd.	1889	225,000	45,000	£ 5	all	—	1,091	5 p. c. for 30th. end. 31/12/90	April 21, 90	—	—	\$3.75	—	—
(c) The Balmuccia Gold Mining Co., Ltd.	1889	675,000	135,000	£ 5	2	—	—	—	—	—	—	5 cents	—	—
(d) The Balmuccia Gold Mining Co., Ltd.	1889	125,000	25,000	£ 5	4	—	—	—	—	—	—	\$2	—	—
Panyan & Sanchai Dug Sui Mountain Mining Co., Ltd.	1885	600,000	60,000	£ 10	all	—	—	—	—	—	—	\$31, buyers	—	—
Société Francaise des Char- bonnages du Tonkin	1888	4,000,000	8,000	Fr. 500	all	—	Dr. \$103,553.85	—	—	—	—	\$315	—	—
(e) Immur Mines, Limited	1889	200,000	20,000	£ 10	all	—	—	—	—	—	—	\$31, buyers	—	—
Eaub Mines	—	1,000,000	10,000	£ 100	17 1/2	—	—	—	—	—	—	\$9 cts., sellers	—	—
Planting, &c.														
China-Borneo Company, Limited	1888	750,000	7,500	£ 100	55	—	—	—	—	—	—	nominal.	—	—
(a) Labak Planting Co., Limited	1889	250,000	5,000	£ 50	50	—	—	—	—	—	—	\$15, nom.	—	—
(b) H. G. Brown & Co., Limited	1889	300,000	5,000	£ 50	all	—	—	—	—	—	—	\$47, sellers	—	—
Hotels, Buildings.														
Hongkong Hotel Co., Limited	1886	300,000	6,000	£ 50	all	—	2,397.30	3 % for 6m. end- ing 31/12/90	Mar. 18, 91	\$100.00	4.61	\$85, nom.	—	—
Do. New Issue	—	300,000	6,000	£ 50	25	—	—	—	—	—	—	—	—	—
Austin Arms Hotel & Building Company, Limited	1888	200,000	4,000	£ 50	50	—	—	—	—	—	—	\$12, nom.	—	—
Peak Hotel & Trading Co., Ltd.	1889	200,000	4,000	£ 50	50	—	—	—	—	—	—	\$25, nom.	—	—
West Point Building Co., Ltd.	1889	625,000	12,500	£ 50	40	—	82.97	1 1/2 % interim div.	July 20, 91	\$38.79	4.80	\$25, nom.	—	—
Shamoon Hotel & Land Co., Ltd.	1889	100,000	5,000	£ 20	20	—	—	—	—	—	—	nominal.	—	—
Hampshire Estate & Finance Company, Ltd.	1889	250,000	2,500	£ 100	all	—	5,999.18	14 per cent. for 1890 on old capital of \$35,000	May 25, 90	\$106.00	7.00	\$200, nom.	—	—
Borneo Hotel & Stores Co., Ltd.	—	50,000	1,000	£ 50	50	—	1,609.91	—	—	—	—	\$50, nom.	—	—
Dispensaries.														
A. S. Watson & Co., Limited	1886	500,000	50,000	£ 10	all	\$140,000 \$10,000	1,413.88	Final Div. 7 per cent. making 14 p. c. for 90	May 15, 91	\$12.65	7.17	\$194, sellers	—	—
Cruickshank & Co., Limited	1886	80,000	1,600	£ 50	all	—	5546 on 28/2/91	—	—	—	—	nominal.	—	—
Lighting.														
Hongkong & China old issue Gas Co., Limited new	1864	50,000	5,100	£ 10	all	—	1,334.14	10 per cent. for year ending 31/12/90, 1/4 per cent. bonus for 60.	Apr. 9, 91	\$11.18 10 \$9.15	6.29	\$130, nom.	—	—
Hongkong Electric Co., Limited	1889	300,000	30,000	£ 10	8	—	—	—	—	—	—	\$5, nom.	—	—
Iron Foundries.														
Gco. Fenwick & Co., Limited	1889	150,000	6,000	£ 25	all	1,000	3,600.73	7 % for 1890	Mar. 11, 91	par	—	\$15, nom.	—	—
A. G. Gordon & Co., Limited	1889	150,000	6,000	£ 25	20	—	7,561.60	—	—	—	—	\$16, nom.	—	—
Brick and Cement.														
Hongkong Brick and Cement Company, Limited	1886	100,000	4,000	£ 25	17.50	—	—	—	—	—	—	\$13, nom.	—	—
Green Island Cement Company Limited,	1889	1,000,000	20,000	£ 50	50	—	—	—	—	—	—	\$16, nom.	—	—
Miscellaneous.														
Hongkong Ice Co., Limited	1881	125,000	5,000	£ 25	all	46,000	505.78	24 % for 1890	Feb. 15, 91	\$34.70	6.84	\$88, sellers	—	—
H'kong & China Bakery Co., Ltd.	1872	30,000	600	£ 50	all	—	793.07	1/2 p. c. for year end- ing 31/12/90	Mar. 17, 91	\$52.23	6.88	\$76, nom.	—	—
HK. Rope Manufacturing Co., Ltd.	1883	150,000	3,000	£ 50	all	25,000	6,110.60	10 per cent. = 66 p. c. 1 share for 1890	Mar. 24, 91	\$55.37	5.35	\$112	—	—
Dairy Farm Co., Limited	1889	100,000	10,000	£ 10	all	—	333.68	—	—	—	—	\$8	—	—
Campbell, Moore & Co., Limited	1886	12,000	1,200	£ 10	all	—	649.61	—	—	—	—	\$10, nom.	—	—
Marinburg Furniture Co., Ltd.	1889	75,000	3,000	£ 25	8	—	—	—	—	—	—	nominal.	—	—